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RTTUZYUW RUCOSGG0311 2961446-UUUU--RUCOSUU.

ZNR UUUUU

R 221446Z OCT 92 ZYB

FM NAVSAFECEN NORFOLK VA//40/054//

TO NAVSAFE EAST

NAVSAFE WEST

BT

UNCLAS //NOS100//

MSGID/GENADMIN/NAVSAFECEN/40-311/OCT//

SUBJ/INTERIM CHANGE 2-3 TO OPNAVINST 5102.1C, MISHAP

INVESTIGATION AND REPORTING//

REF/A/DOC/CNO/3MAR89//

AMPN/OPNAVINST 5102.1C//

RMKS/1. THIS CHANGE MODIFIES THE MOTOR VEHICLE AND OFF-DUTY MISHAP REPORTING REQUIREMENTS IN REF A. CHANGES ARE EFFECTIVE IMMEDIATELY.

2. DISCUSSION. MOST ACCIDENTAL NAVAL DEATHS ARE RELATED TO MOTOR VEHICLE AND OFF-DUTY MISHAPS. WE HAVE SEEN A SLOW BUT STEADY DECLINE IN THE NUMBER OF THESE DEATHS OVER THE LAST FEW YEARS. HOWEVER, WE CAN AND MUST DO MORE. WE NEED COMPREHENSIVE INVESTIGATIONS AND EXTENSIVE BACKGROUND INFORMATION TO IDENTIFY UNDERLYING CAUSES AND FORMULATE LESSONS LEARNED. ACCORDINGLY, FOR ALL CLASS A AND B ON OR OFF-DUTY MOTOR VEHICLE AND OFF-DUTY RECREATION AND ATHLETICS MISHAPS, REF A IS MODIFIED TO INCLUDE A 72-HOUR PREMISHAP PROFILE AS INDICATED BELOW.

3. ACTION. MAKE THE FOLLOWING PEN AND INK CHANGES TO REF A.

A. CHAPTER 3, PAGE 3-5

(1) PARAGRAPH 302B(3) THIRD LINE: CHANGE ~~3~~(OP-45)

AND

THE NAVAL SAFETY CENTER" TO II(N45) AND THE NAVAL SAFETY CENTER

FOR ON-DUTY MISHAPS, AND WITHIN 48 HOURS TO NAVAL SAFETY CENTER FOR OFF-DUTY MISHAPS"

(2) PARAGRAPH 302B(3)(A) FIRST LINE: CHANGE "OCCUPATIONAL (ON-DUTY)" TO "ON OR OFF-DUTY"

(3) PARAGRAPH 302B(3)(B) FIRST LINE: CHANGE "OCCUPATIONAL (ON-DUTY)" TO "ON OR OFF-DUTY"

(4) PARAGRAPH 302B(3)(C) FIRST LINE: CHANGE "OCCUPATIONAL (ON-DUTY)" TO "ON OR OFF-DUTY"

B. CHAPTER 6, PAGE 6-1

(1) PARAGRAPH 601B FIFTH AND SIXTH LINES: CHANGE "ONDUTY" TO "ON OR OFF-DUTY"

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(2) PARAGRAPH 601B SEVENTH AND EIGHTH LINES: DELETE
"OR TELEPHONE"

C. APPENDIX A, PAGE A-4

(1) PARAGRAPH ECHO 2, SECOND LINE: DELETE "END
OF
MESSAGE."

(2) ADD PARAGRAPH FOXTROT:

FOXTROT: 72-HOUR PREMISHAP PROFILE. FOR EACH
CLASS
A OR B OFF-DUTY MILITARY INJURY OR DEATH, IF THE INJURED OR DEAD
PERSON HAD INFLUENCE ON THE OCCURRENCE OR OUTCOME OF THE MISHAP
(WAS NOT A PASSIVE VICTIM), INCLUDE FOR THAT INDIVIDUAL:

(1) LEAVE OR LIBERTY STATUS. INCLUDE TRAVEL
COMPLETED IN THE 72 HOURS IMMEDIATELY PRECEDING THE MISHAP.

(2) TYPE OF WORK PERFORMED AND WORK SCHEDULE
(HOURS) FOR THE 72 HOURS IMMEDIATELY PRECEDING THE MISHAP.

(3) PERIODS OF REST AND SLEEP FOR THE 72 HOURS
IMMEDIATELY PRECEDING THE MISHAP.

(4) MEDICATIONS PRESCRIBED.

(5) ALCOHOL AND OTHER DRUGS (PRESCRIPTION,
NONPRESCRIPTION AND ILLEGAL) TAKEN DURING THE 72 HOURS
IMMEDIATELY PRECEDING THE MISHAP.

(6) GENERAL PHYSICAL CONDITION, INCLUDING
ILLNESSES.

(7) INDIVIDUAL'S MENTAL, EMOTIONAL AND PHYSICAL
STATE INCLUDING PERCEIVED STRESS AND BEHAVIOR CHANGES (BASED ON
SUPERVISOR, NEXT-OF-KIN (IF AVAILABLE), CO-WORKERS AND FRIENDS).

(8) OTHER COMMENTS THE SUPERVISOR, NEXT-OF-KIN,
CO-WORKERS AND FRIENDS WISH TO MAKE RELATED TO THE INDIVIDUAL'S
CONDITION OR PREMISHAP ACTIVITIES.

(9) OTHER FACTORS PRIOR TO THE MISHAP THAT COULD
HAVE EFFECTED THE MISHAP OCCURRENCE OR ITS OUTCOME.

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(10) NON-JUDICIAL PUNISHMENT (NJP)/UNIFORM CODE
OF MILITARY JUSTICE (UCMJ) RECORD (MILITARY ONLY) OR ANY OTHER

BEHAVIOR INFRACTIONS FOR THE PAST 3 YEARS.

D. APPENDIX C, PAGE C-3, ADD PARAGRAPH 21:

21. 72-HOUR PROFILE. FOR EACH MOTOR VEHICLE MISHAP INVOLVING A CLASS A OR B INJURY OR DEATH, INCLUDE A 72-HOUR PREMISHAP PROFILE ON THE INJURED OR DEAD PERSON IF THAT INDIVIDUAL HAD AN INFLUENCE ON THE MISHAP OCCURRENCE OR OUTCOME (NOT A PASSIVE VICTIM). IF THE PERSON INJURED OR KILLED WAS A PASSENGER, PROVIDE THE 72-HOUR PREMISHAP PROFILE ON THE DRIVER(S) IF MILITARY OR ON-DUTY CIVILIAN. THE 72-HOUR PROFILE INCLUDES:

A. ON-DUTY, LEAVE OR LIBERTY STATUS. INCLUDE TRAVEL COMPLETED DURING THE 72 HOURS IMMEDIATELY PRECEDING THE MISHAP.

B. TYPE OF WORK PERFORMED AND WORK SCHEDULE (HOURS) FOR THE 72 HOURS IMMEDIATELY PRECEDING THE MISHAP.

C. PERIODS OF REST AND SLEEP FOR 72 HOURS IMMEDIATELY PRECEDING THE MISHAP.

D. MEDICATIONS PRESCRIBED.

E. ALCOHOL AND OTHER DRUGS (PRESCRIPTION, NONPRESCRIPTION AND ILLEGAL) TAKEN DURING THE 72 HOURS IMMEDIATELY PRECEDING THE MISHAP.

F. GENERAL PHYSICAL CONDITION, INCLUDING ILLNESSES.

G. INDIVIDUAL'S MENTAL, EMOTIONAL AND PHYSICAL STATE INCLUDING PERCEIVED STRESS AND BEHAVIOR CHANGES (BASED ON SUPERVISOR, NEXT-OF-KIN (IF AVAILABLE), CO-WORKERS AND FRIENDS).

H. OTHER COMMENTS THE SUPERVISOR, NEXT-OF-KIN, COWORKERS AND FRIENDS WISH TO MAKE RELATED TO THE INDIVIDUAL'S CONDITION OR PREMISHAP ACTIVITIES.

I. OTHER FACTORS PRIOR TO THE MISHAP THAT COULD HAVE EFFECTED THE MISHAP OCCURRENCE OR ITS OUTCOME.

J. OTHER.

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(1) NJP/UCMJ RECORD (MILITARY ONLY) OR ANY OTHER BEHAVIOR INFRACTIONS FOR THE PAST 3 YEARS.

(2) PROVIDE THE DRIVER'S LICENSE NUMBER AND ISSUING STATE FOR ALL NAVY MILITARY PERSONNEL WHO ARE DRIVERS IN

A CLASS A OR B MISHAP. IF A CIVILIAN IS DRIVING THE MISHAP VEHICLE, SO STATE. (DO NOT PROVIDE THE CIVILIAN'S DRIVER'S LICENSE NUMBER.)

(3) DRIVER'S EXPERIENCE OR KNOWLEDGE OPERATING THIS PARTICULAR TYPE OF VEHICLE.

4. NAVSAFECEN RECEIVES MANY MISHAP REPORTS WITH CAUSE FACTORS AND RELATED FACTORS LISTED AS "UNKNOWN". WE NEED COMPLETE MISHAP INFORMATION IF WE ARE TO IDENTIFY THE ROOT CAUSES AND REDUCE THE NUMBER OF MISHAPS. HENCEFORTH, WE WILL RETURN FOR FURTHER INVESTIGATION ANY MISHAP REPORT REQUIRED BY REF A WHICH CONTAIN "UNKNOWN" OR "NOT KNOWN" OR SIMILAR RESPONSES AND LACK FURTHER EXPLANATION AS TO WHY THE INFORMATION IS UNAVAILABLE. A SOLID INVESTIGATIVE EFFORT MUST BE UNDERTAKEN IF WE ARE TO OVERCOME THE NUMBER ONE KILLER OF OUR PEOPLE. OUR PAST EFFORTS HAVE BEEN INADEQUATE

5. FOR FURTHER INFORMATION ON MOTOR VEHICLE MISHAP REPORTING CALL DSN 564-3344 OR COML (804) 444-3344; FOR FURTHER INFORMATION ON OFF-DUTY MISHAP REPORTING CALL DSN 564-5748 OR COML (804) 4445748.//

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